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No. 12,887

號八十月七年四零百九千一英

HONGKONG, MONDAY, JULY 18, 1904.

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## Intimations.

**HONGKONG AND WEST RIVER STEAMERS.**  
JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**  
a.s. HONAM, 2,363 tons, Captain R. D. Thomas.  
a.s. FOWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.  
a.s. FATSHAN, 2,360 tons, Captain W. A. Valentine.  
a.s. HANKOW, 3,073 tons, Captain B. Branch.  
a.s. KINSHAN, 2,880 tons, Captain J. J. Lewis.  
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m.  
and 9 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8 a.m., 9 p.m. and 5.30 p.m.  
(Sunday Excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

**Hongkong-Macao Line.**  
a.s. HEUNGSHAN, 1,093 tons, Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at about 8 a.m. During the Summer  
Months the time of leaving Hongkong is at the rate of 10 a.m. For further  
particulars, see special time table.  
Departures on Sundays at Noon.  
Departures from Macao to Hongkong daily at 7.30 a.m.

**Canton-Macao Line.**  
a.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at  
about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday  
at about 7.30 a.m.

**Canton-Wuchow Line.**  
a.s. SAINAM, 558 tons, Captain J. Willox.  
a.s. NANNING, 558 tons, Captain C. Buchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days  
at about 8 a.m. Round trips take about five days. These vessels have Superior  
Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the  
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18 Bank Buildings, Queen's Road Central, or at the Hongkong Hotel  
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**WILLIAM MACLEOD, D.D.S.,**  
DENTIST.  
11 & 12, BEAUFIELD ARCADE.  
Hongkong, September 22, 1903. 1758

**DR NEWELL WILSON,**  
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Hongkong, February 18, 1904. 2506

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Hongkong, March 14, 1903. 663

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"stand-by" in case of  
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the very embodiment of  
nourishment. It imparts  
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manner, and is, at the  
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## Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED,**  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).  
Bell's Asbestos "Dagger," "Dymon," and other well known packings for Piston  
Rods, etc., used for highest pressure. Pump Packings, Jointing Material, As-  
bestos Cloth, Paper and Boiler Door Joints, metallic or non-metallic—Rubber and  
Vegetable Fibre Valves for Air and Circulating Pumps. Gange Glasses, Packing  
rings of Asbestos, Rubber and Woodite.  
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.  
(only best quality kept). Boilers covered with Bell's Composition repay expense of  
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.  
Bell's Asbestos Expansion Tape, Millboard, Insulators, and Ropes.  
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large  
Stock of Engine and Cylinder Oils always in hand.  
Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2  
to 4 gallons of oil.  
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—  
does not injure the plates.  
Asbestos Packed Cocks, Stop Valves, and Gange Columns. Steam Ganges and  
other engineers' requisites always in stock. Lists and Prices on application.  
**BRADLEY & CO., Managers,**  
Hongkong.  
Office, 6 Des Voeux Road,  
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SOLE AGENTS.  
"Gold Reef"  
BRAND  
PURE RICH CREAM  
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PRESERVED  
IN ALL ITS  
NATURAL  
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PRICES: 30 Cents, 40 Cents, and 55 Cents.

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FIRST-CLASS PRIVATE HOTEL.  
COOL ROOMS. ELEGANTLY FURNISHED.  
COMFORTS OF RESIDENTS AND CUISINE A SPECIALITY.  
For Terms, apply to  
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Hongkong, July 2, 1904. 1256

**DRESSMAKING**  
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EASY PAYMENTS.  
FREE INSTRUCTION.  
5 YEARS' GUARANTEE.  
THINK OVER IT!  
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Hongkong, July 13, 1904. 1232

**OSAKA SHOSEN KAISHA.**  
It is hereby notified that during the  
Undersigned's Temporary Absence  
from this Colony Mr. S. HIROKI will have  
Charge of this OFFICE.  
T. ARIMA,  
Manager.  
Hongkong, July 15, 1904. 1303

**OSAKA SHOSEN KAISHA.**  
It is hereby notified that on and after  
THIS DATE, no Receipts for Accounts  
Due to this Company will be accepted  
unless they are shown on separate printed  
forms bearing the same Numbers as the  
Bills and has been Signed by us.  
T. ARIMA,  
Manager.  
Hongkong, July 15, 1904. 1309

**MACAO AND CANTON**  
**HOTELS.**  
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THE Round Trip from HONGKONG to  
MACAO, thence to CANTON and  
back to HONGKONG, will be found in-  
teresting and enjoyable.  
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Sole Agents,  
Hongkong, July 22, 1903. 1519

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A HIGH-CLASS PRIVATE  
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Ladies Afternoon Tea Rooms.  
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Hot and Cold Water throughout.  
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Electric Passenger Elevator to each Floor.  
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KOWLOON.  
A High-class Tourist's Hotel under Amer-  
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near the Tram Terminus. Telephone 54.  
For Terms,  
Apply to the MANAGER. 941

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**GREEN ISLAND CEMENT CO., LTD.**  
**Portland Cement.**  
In casks of 375 lbs net, \$4.75 per cask, ex Factory.  
In bags of 250 lbs net, \$2.85 per bag, ex Factory.  
FACTORIES—HONGKONG AND MACAO.  
Glazed Stoneware, Drain Pipes and Fittings, Glazed  
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FIRE CLAY WORKS—DEEP WATER BAY, HONGKONG.  
For further particulars, apply to  
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**CANADIAN CHEESE**  
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ELECTRIC LIGHT AND FANS.  
LARGE AND AIRY RECEPTION ROOMS.  
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A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL  
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Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
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PRICKLY HEAT LOTION.  
THE ONLY EFFECTUAL REMEDY FOR ALLAYING THE IRRITATION.  
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A MOST AGREEABLE AND EFFECTIVE EFFERVESCENT APERIENT.  
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The Leading Beer in the Far East. Unrivalled in  
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**Caldbeck, Macgregor & Co.,**  
SOLE AGENTS.  
Hongkong, July 15, 1904. 15, QUEEN'S ROAD.







distinctly below the average height, generally not coming quite up to five feet, and at one place the people of a Papuan type, seldom exceeded four feet. In the forests of Mindanao, the Southernmost large island, is a race with Papuan, though more refined, features, curiously light coloured, as described in the following extract:—

These Mansakas were indeed as white as, in fact, whiter than, Europeans. It was the ivory white of Latin races, and not the pinky complexion of Anglo-Saxons, but that they were white there could be not the slightest doubt. This does not mean that they come from the same stock as we do, nor is their colour derived from stray wrecked European crews which have dwindled in the interior and intermarried. For from it. It is mainly due to these people living in the dark forest, or in dark huts, and being seldom exposed to the light of the sun. Also to their vegetable diet and to undue proportion of sweet food, which is bound to affect their blood, and eventually their complexion, and the constant immersion in water when moving about, the waterways being the only ones by which comparatively quick travelling can be effected in these regions.

Travellers cannot always count on a friendly reception, though Mr. Savage Lander did not find the natives so persistently inhospitable as the Tibetans of Lhasa. Cannibalism is not unknown, and pirates are sometimes formidable to small or ill-armed vessels, but the chief risk is in Luzon, where some of the tribes are enthusiastic collectors of human heads, that of a white man being, no doubt, specially attractive as a great rarity. More than once the hunters were on his tracks, but happily did not bring their courage to the sticking point—a phrase literally construed, for they usually begin by spearing their victim. The principal head-hunting tribe is by no means the most intelligent, and certainly not wanting in intelligence.

These Luzon tribes, these fierce head-hunters, these most savage people of Luzon Island were, upon my word, the most sensible, industrious, scientific agriculturists I have ever seen in my travels, and when it came to irrigation works they could give points not only to the Spaniards and Americans, who are trying to civilize them, but to a great many other nations besides. Every inch of land upon the steepest mountains is brought under cultivation by these astounding people and advantage is taken of every rock to build up walls filled in with earth and irrigated so as to make in with earth and irrigated so as to make in the paddy fields, upon little humps of earth, cotton and two kinds of beans are raised. The animal kingdom in the Philippines has unpleasant representatives, such as mosquitoes, locusts, and other winged pests. A river in which dead snails were in so small proportion to the water was unpleasant, especially when there was nothing else to drink. A more or less fabulous creature, of huge size, jumps some salt water lakes. Crocodiles, of aggressive habits and a well-developed taste for human flesh, are common; also snakes, some venomous (by one of which the author was bitten, and narrowly escaped with his life), and others too large to be pleasant. Why houses in the Philippines are so commonly built on piles or even in trees may be inferred from the following experience:—

On returning home to the quarters of Colonel Williams, where I slept, I was surprised to see the sentry, Kite, riding at his shoulder, hawking in a strange fashion, as if stalking something. What are you doing? I asked. "A big constrictor, some 20 feet long, has got under the house and I am trying to kill it. I heard a devil of a row in the chicken coop. . . . He ate three chickens to-night, and escaped as I came up with a light. He lives under the house. . . . He is as big round as my leg. I'll get him."

Altogether, Mr. Savage Lander had an interesting, if somewhat hazardous, journey; he saw much beautiful scenery, and had experiences of humanity from men of the Stone-age period to the typical New Yorker, and came into contact, now with tribes whose religion is of the most elementary type, chiefly a belief in fetish and magic, now with Mohammedans, sometimes intensely fanatical and inclined to "run a muck"; and now with representative of Christianity, not always in its best aspect. His book, as might be expected, is rather a *farrago*; but as a rule, it is of pleasant reading, and is easy of mental digestion.

**CHRONIC DIARRHOEA.**—For several years during the summer months I have been subject to boggy of the bowels, which quickly run into a very bad diarrhoea and this trouble was frequently accompanied with severe pain and cramps. I used to call my doctors for my trouble but it became so regular a summer affliction that in my search for relief, I became acquainted with Chamberlain's Colic, Cholera and Diarrhoea Remedy, which proved so effective and so prompt that I came to rely exclusively upon it, and what also happily surprised me was that while it almost instantly relieved the cramps and stopped the diarrhoea, it never caused constipation. I always take a bottle of it with me when travelling.—H. C. HANSEN, Ann Arbor, Iowa, U. S. A. For Sale by All Dealers; WATKINS & CO., Ltd., General Agents.

Relieves the scalding pain at once and cures all discharges from the genital organs in either sex in 48 hours.

**SANTAL MIDY**

Unlike the sandal oil of the Bazar, it is superior to all other remedies for gonorrhoea, cystitis, or injections, and causes no inconvenience.

Beware of imitations.

Each tin capsule bears the name **SANTAL MIDY**.

S. ROGEE, VIENNE, PARIS.

For Sale by A. S. Watson & Co., Chemists.

**NESTLE'S FOOD**

FOR INFANTS CHILDREN & INVALIDS

A COMPLETE DIET IN ITSELF

USED IN THE IMPERIAL AND ROYAL FAMILIES.

RECOMMENDED BY THE MEDICAL FACULTY THROUGHOUT THE WORLD.

To be had from all Respectable Chemists and Dealers.

## MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 30 days.

## EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	DEP. LONDON ABOUT.	DUE.
20	G. M. S. Bonn	Hamburg	19	Aug. 31
28	M. M. Tonkin	Marseilles	25	" 23
30	P. & O. Ballarat	London	29	" 24
31	G. M. S. Prinz Regent	Bremen	Sept. 2	Sept. 14
1	Lanholm	Marseilles	8	" 6
9	M. M. Oceanic	London	12	" 28
13	P. & O. Simla	Hamburg	16	" 28
17	P. & O. S. Prinsessen	Marseilles	22	" 20
21	M. M. Tormen	London	26	" 20
23	P. & O. Comandante	Bremen	28	Oct. 12
24	G. M. S. Prinz Heinrich	Marseilles	30	Oct. 4
26	G. M. S. Prinz	London	31	" 18
28	P. & O. Chusan	Hamburg	13	" 26
30	G. M. S. Gneissau	Marseilles	19	" 18
32	P. & O. Vesta	London	23	" 8
34	G. M. S. Bayern	Bremen	27	" 8

## AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
21	P. M. S. Iberia	San Francisco	Aug. 19
31	N. P. L. Hydrex	Tacoma	" 30
1	P. M. S. Pacific	Tacoma	" 30
11	P. M. S. Machou	San Francisco	Sept. 10
13	P. M. S. Korea	Portland, O.	" 20
14	P. & A. Arabia	San Francisco	" 20
23	P. M. S. Gaelic	Tacoma	Oct. 1
1	N. P. L. Shawmut	San Francisco	Oct. 1
11	P. M. S. Mongolia	Portland, O.	" 14
15	P. & A. Argonia	San Francisco	" 25
16	P. M. S. China	Tacoma	Nov. 5
27	P. M. S. Doris	San Francisco	Nov. 25
1	N. P. L. Tremont	Tacoma	Nov. 25
8	P. M. S. Siberia	San Francisco	" 18
11	P. & A. Numantia	Portland, O.	" 18
20	P. M. S. Copitic	San Francisco	" 29
1	do.	do.	" 29
10	do.	do.	" 30
22	do.	do.	" 31
3	do.	do.	1905
15	do.	do.	Jan. 13
27	do.	do.	" 24
1	do.	do.	Feb. 4
7	do.	do.	" 17
19	do.	do.	" 28
31	do.	do.	Mar. 11
11	do.	do.	" 11

## CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
20	C. P. R. Athelstan	Vancouver.	Aug. 13
3	do.	do.	Aug. 24
10	do.	Empress of China	Sept. 3
24	do.	Empress of India	Oct. 12
21	do.	Empress of Japan	Oct. 29
10	do.	Athenian	Nov. 9
19	do.	Empress of China	Nov. 26
2	do.	Tartar	Dec. 9
10	do.	Empress of India	Dec. 9
14	do.	Empress of Japan	Jan. 4
23	do.	Athenian	Jan. 21
1905	do.	do.	Feb. 2
11	do.	Empress of China	Mar. 13
25	do.	Tartar	Mar. 13
8	do.	Empress of India	Mar. 1

## AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
29	N. Y. K. Yawata Maru	Sydney.	Aug. 21
30	C. N. Taiwan	do.	22
10	do.	do.	Sept. 7
17	E. & A. Empire	do.	2
30	C. N. Chonghae	do.	8
17	E. & A. Eastern	do.	23
30	N. Y. Chingta	do.	8
15	E. & A. Australia	do.	25
25	C. N. Taiwan	do.	7
16	E. & A. Empire	do.	9
16	do.	do.	1905
9	C. N. Changsha	do.	Jan. 1
14	E. & A. Eastern	do.	" 18
26	C. N. Chingta	do.	" 18
1905	do.	do.	Feb. 1
20	E. & A. Australian	do.	13
30	C. N. Taiwan	do.	Mar. 1
8	E. & A. Empire	do.	" 5
11	C. N. Taiwan	do.	" 5
18	E. & A. Eastern	do.	" 5
3	do.	do.	Apr. 16
3	do.	do.	May 24

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## His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1700	—	3000	Comdr. Richard M. Harbord	Shanghai
Albion	battleship, 1st class	12,500	16	15,500	Captain Sydney R. Fremantle	Wahaiwei
Algerie	cruiser, 1st class	11,000	16	18,000	Comdr. R. Nugent	Bahing Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Wahaiwei
Andromeda	gunboat, 1st class	710	6	1300	Capt. R. N. Ommanney	Yangtze
Briarcliff	gunboat, 1st class	710	6	1300	Lieut.-Comd. T. D. Pratt	Yangtze
Centurion	battleship, 1st class	10,100	14	13,000	Captain Fegan	Wahaiwei
Cressy	cruiser, 1st class	13,000	14	21,000	Captain Henry M. Tudor	Wahaiwei
Oberon	water tank and tug	6000	11	9600	Captain Robert H. S. Stokes	Hongkong
Edimburgh	cruiser, 2nd class	3800	6	5200	Comdr. Ernest Barton	Hongkong
Edinburgh	torpedo boat destroyer	3800	6	5200	Comdr. Ernest Barton	Shanghai
Edinburgh	cruiser, 3rd class	1680	18	3200	Comdr. P. V. Lowe, D.S.O.	Wahaiwei
Gloria	battleship, 1st class	12,950	16	13,500	Captain Hon. Walter G. Stopford	Wahaiwei
Handy	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Humber	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Iphigeneia	storeship	3800	17	9000	Lieut.-Comdr. F. M. Rindore	Wahaiwei
Jamaica	cruiser, 3rd class	1840	6	3900	Captain W. B. Faulkner	Shanghai
Kinshasa	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. A. Gregory	Shanghai
Leviathan	cruiser, 1st class	14,100	18	31,500	Lt.-Comdr. C. P. Metcalfe	Yangtze
Moorehead	river gunboat	180	2	800	Captain Francis G. Kirby	Wahaiwei
Ocean	river gunboat	180	2	800	Lt.-Comdr. F. B. Noble	West River
Otter	battleship, 1st class	12,950	16	13,500	Captain T. G. Groot	Hongkong
Phaonix	torpedo boat destroyer	280	6	3900	Reserve	Hongkong
Ramirez	torpedo boat destroyer	280	6	3900	Reserve	Hongkong
Reindeer	cruiser, 3rd class	1015	6	1400	Commander John Nicholas	Yangtze
Rhin	river gunboat	85	2	240	Comdr. C. E. Moore	Amoy
Rossio	river gunboat	85	2	240	Comdr. D. St. A. Wako	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	Yangtze
Sirius	cruiser, 2nd class	3600	8	9000	Comdr. T. Jackson	Yangtze
Snipe	river gunboat	85	2	240	Lt.-Com. H. T. Atay	Straita Division
Taku	torpedo boat destroyer	280	6	3900	Capt. C. H. H. Moore	Straita Division
Tamar	torpedo boat destroyer	280	6	3900	Lt.-Comdr. David	Hongkong
Teal	receiving ship	4600	6	6500	Reserve	Hongkong
Thetis	river gunboat	180	2	800	Commodore Dickon	Yangtze
Twoed	cruiser, 2nd class	3400	8	9000	Lt.-Comdr. E. V. Dugmore	Shanghai
Vestal	coast defence gunboat	368	8	500	Capt. J. A. O. Wilkinson	Yangtze
Virago	battleship, 1st class	12,950	16	13,500	Lieut.-Comdr. R. H. Keate	Wahaiwei
Waterwitch	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, C.M.G.	Shanghai
Woodcock	surveying ship	335	6	6300	Comdr. R. St. John Farquhar, Reserve	Hongkong
Woodcock	torpedo boat destroyer	380	6	5900	Reserve	Wahaiwei
Woodcock	river gunboat	150	2	500	Comdr. Ernest C. Hardy	Shanghai
Woodcock	river gunboat	150	2	500	In Reserve	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lieut.-Com. Wason	Upper Yangtze

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.  
† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

## Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grizenberger	Shanghai
Kassarin Elisabeth	Austro-Hungarian cruiser	4000	29	—	Captain Mirtle	Shanghai
Achéron	French armoured gunboat	1796	—	—	Comdr. Laferriere	Saigon
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Saigon
Argus	French gunboat	—	—	—	Lieut. Crespin	Canton
Aspic	French gunboat	475	3	450	Lieut. Jourmet	Saigon
Avalanche	French gunboat	580	—	—	—	Halong
Bangai	French gunboat	3740	29	9000	Capt. Lefevre	Tourane
Bugard	French cruiser	8018	18	—	—	Saigon
Cassio-teto	French gunboat	525	—	—	—	Halong
*Châteaufort	French cruiser	690	—	—	Captain V. Poldons	Hongay
Cometa	French gunboat	4000	31	9500	Commander L'Est	Halong
Decidie	French gunboat	350	—	—	Commander L'Est	Shanghai
D'Assas	French cruiser	9376	—	20,200	—	Saigon
Eaton	French destroyer	—	—	—	Lieut. Jehenne	Halong
Froude	French cruiser	1250	8	2200	—	Shanghai
Geydon	French gunboat	9700	12	18,800	Lieut.-Comdr. Beaussant	Shanghai
Henri Riviere	French gunboat	—	—	—	Commander Le Gollens	Shanghai
Javelin	French gunboat	—	—	—	Captain Oros	Shanghai
Kersaint	French gunboat	—	—	—	Lieut.-Comdr. Prat	Shanghai
*Montcalm	French destroyer	4015	27	8500	Capt. Humeau	Shanghai
Mosquet	French gunboat	399	—	—	Comdr. Senne	Shanghai
Otry	French gunboat	9437	8	6071	Lieut. Werth	Shanghai
Pistolet	French destroyer	1796	10	—	Capt. Vincent	Saigon
Redoubtable	French cruiser	9355	—	20,000	Captain Guibertou	Saigon
Sully	French gunboat	629	2	900	Lieut. Holgre	Shanghai
Surprise	French gunboat	—	—	—	—	Yangtze
Taklong	French gunboat	—	—	—	Lieut. Gaillard	Saigon
Takou	French gunboat	—	—	—	Captain Blondel	Saigon
Vauban	French gunboat	—	—	—	Lieut. Carol	Saigon
Vigilante	French gunboat	—	—	—	—	Hongkong
Basard	German cruiser	1857	16	2900	Comdr. Huss	
Fatherland	German cruiser	11,000	28	14,000	Capt. Von Buelow	Shanghai
Fureur Bismarck	German flag ship	1776	15	2600	Captain Frowe	Shanghai
Geier	German cruiser	6230	34	10,000	Comdr. von Studnitz	Tsingtau
Hansa	German cruiser	6500	37	10,000	Capt. Schroeder	Tsingtau
Horatia	German gunboat	1090	10	1300	Capt. Baron Schimmelpenninck	Shanghai
Ilia	German gunboat	900	10	1300	Comdr. Baron von M. Hüllessem	Tsingtau
Jacuar	German gunboat	850	10	1344	Comdr. Wilbrandt	Tsingtau
Leuch	German gunboat	1009	8	875	Comdr. Kroencke	Tsingtau
Miso	German gunboat	1440	15	2800	Comdr. von Grumbkow	New Guinea
Seeadler	German cruiser	2600	24	6000	Comdr. Forster	Tsingtau
Thetis	German gunboat	900	10	1300	Captain Voigt	Shanghai
Tiger	German gunboat	—	—	—	Comdr. Deimling	Amoy
Tingtau	German gunboat	—	—	—	Comdr. Giebler	Canton
Vorwaerts	German gunboat	—	2	500	Lieut. Scharf	Yangtze-River
Elba	Italian cruiser	2300	10	7471	Captain Beres	Chemulpo
Marco Polo	Italian cruiser	3900	—	—	Captain Presbitero	Shanghai
Vettor Pisani	Italian cruiser	6500	18	13,000	Capt. Gali	Amoy
Adamastor	Portuguese cruiser	1990	14	4000	Captain d'Antas Ribeiro	Hongkong
Dia	Portuguese gunboat	2720	—	—	Captain Coutinho	Macao
Vasco de Gama	Portuguese cruiser	3030	—	—	Capt. Manuel Vasco de Carvalho	Shanghai
Alouet	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Amaur	Russian cruiser	2600	5	4700	Comdr. Gramschikoff	Port Arthur
Askold	Russian cruiser	6000	27	—	Capt. Reitzenschein	Port Arthur
Bayan	Russian cruiser	7300	10	16,500	—	Port Arthur
Bayarin	Russian cruiser	3200	6	—	—	Sunk
Bobr	Russian gunboat	1050	8	1150	Comdr. Erjckovitch	Port Arthur
Bogatsyr	Russian cruiser	6840	12	—	—	Port Arthur
Diana	Russian cruiser	6781	6	—	—	Port Arthur
Dijibilt	Russian gunboat	1456	9	1700	Capt. Nasarowsky	Port Arthur
Gaidamar	Russian gunboat	500	9	9500	Comdr. Yordif	Port Arthur
Gromoslav	Russian gunboat	1490	6	2000	Comdr. Zagarska	Port Arthur
Gromobol	Russian cruiser	12,384	44	14,500	Captain Jessen	Vladivostok
Gullik	Russian gunboat	1000	6	1000	Comdr. Shumoff	—
Komet	Russian gunboat	1813	7	1500	Comdr. Novakowsky	Sunk
Mandjour	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
Navarin	Russian battleship	10,306	12	9000	—	Port Arthur
Novik	Russian cruiser	3000	6	17,000	—	Port Arthur
Oltavny	Russian gunboat	1490	6	2300	Comdr. Vasiliff	Port Arthur
Pallada	Russian gunboat	6731	12	—	—	Ashoro (I)
Peresviet	Russian battleship	12,674	15	14,500	Captain Koroleff	—
Potroptavlovsk	Russian battleship	10,960	16	10,600	Captain Jakovlev	Sunk
Pobeda	Russian battleship	12,674	15	14,500	Capt. Zatsargin	Damaged
Poltava	Russian battleship	10,960	16	10,600	Captain Osoroff	Port Arthur
Rashchyne	Russian cruiser	1334	10	1750	Capt. Zivan	Port Arthur
Retvizan	Russian battleship	12,905	16	18,000	Captain Sogolennikov	Ashoro (I)
Rosia	Russian protected cruiser	12,905	68	47,000	Capt. Matsevich	Vladivostok
Rurik	Russian protected cruiser	10,963	26	33,250	Capt. Matsevich	Vladivostok
Sevastopol	Russian battleship	10,960	16	10,600	Captain Serebrennikoff	Port Arthur
Silut	Russian gunboat	950	8	1125	Lieut.-Comdr. Ivanoff	Port Arthur
Sivuch	Russian gunboat	1050	8	1120	Comdr. Glinter	Newchwang
Tavrichsk	Russian battleship	12,900	36	36,350	—	Ashoro (I)
Varyag	Russian cruiser	6610	27	20,000	Capt. Bahr	Sunk
Vesudik	Russian gunboat	600	9	3800	Comdr. Zagoranskyl-Klenn	Port Arthur
Zabiyaka	Russian cruiser	1220	15	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3500	—	—	Capt. Dyer	Cavite
Albatross	U. S. gunboat	1010	6	1227	Capt. Rohrer	Shanghai
Buffalo	U. S. cruiser	4098	14	3900	—	—
Oallao	U. S. cruiser	226	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U. S. gunboat	3213	—	—	Capt. H. B. Mason	Shanghai
Elcano	U. S. gunboat	540	—	—	Lt.-Comdr. J. H. Hood	Hongkong
Holens	U. S. gunboat	1392	8	1988	Comdr. Stampton	Shanghai
Monadnock	U. S. monitor	3990	6	3000	Captain Mahan	Macila
Montevideo	U. S. monitor	4084	4	1844	Comdr. W. H. Beebles	Macila
Oregon	U. S. cruiser	2437	20	—	Commander Sperry	Ofeto
Rainbow	U. S. cruiser	10,238	46	—	Captain Russell	Manila
Raleigh	U. S. cruiser	4000	—	—	Capt. V. B. Collins	Manila
San Francisco	U. S. cruiser	3213	—	—	Captain Nassau	Shanghai
Vicksburg	U. S. gunboat	4098	27	2913	Captain Verry	Manila
Villalobos	U. S. cruiser	1000	18	1118	Commander Marshall	Shanghai
Wilmington	U. S. cruiser	400	—	—	Lieut. L. C. Bértolette	Shanghai
Worcester	U. S. gunboat	1387	8	1894	Commander A. W. Dodd	Manila
Worcester	U. S. flag ship	12,000	—	—	Captain Glover	Manila



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On the 1st July, at Prye Estate, P. W., the wife of LORON E. CHASSEREAU, of a Son.  
On the 6th July, at Penang, the wife of D. THAYNE, of a Son.  
**MARRIAGES.**  
On July 9th, by the Rev. W. Murray, M.A., ROBERT CAMERON, S.M.J., Superintendent, Johore Saw Mill, to ELIZABETH, daughter of the late Thomas Maxwell, Dumfries.  
On July 2nd, at the Union Church, Kobe, by Pastor Schiller, WILHELM JULIUS EBER, of Coetien (Anhalt), to MARIE GLADYS ABE, third daughter of Dr. T. NISHIKAWA, of Tokyo.

The publication of this issue commenced at 5.30 p.m.

The China Mail.

HONGKONG, MONDAY, JULY 18, 1904.

**EDITORIAL COMMENT.**

The decision given by Mr. Gompertz, on Friday last, in the case of a house-boy who was prosecuted for wearing his master's singlet, has caused a considerable amount of adverse comment locally. The boy was charged with stealing the singlet, but after he had explained that he had worn it because his own was dirty and was being washed Mr. Gompertz dismissed the case saying that the action did not amount to theft. He thereupon advised the prosecutor that if he liked to dismiss the boy without any wages or else fine him out of the wages due to him he could do so. Mr. Gompertz went the length of admitting that 'it was a very common practice amongst boys to wear their master's singlets and it was a very reprehensible one,' yet he took no steps to make an example of a boy who was found guilty of doing the thing that was reprehensible. It seems strange to us that Mr. Gompertz should advise the master to take action himself when the law is supposed to be expansive enough to protect the citizens and their rights. Only a week or so before a Malay quartermaster on the *Halima* sued two officers for assault, and when Mr. Gompertz found that one of the officers was to blame, though the Malay had done wrong in refusing to perform his duty when ordered to do so, he did not hesitate to say to the guilty officer: 'If you desire to take out a summons against the quartermaster for insubordination I will grant an adjournment for you to do so.' The offer was accepted, the summons was taken out, and the Malay was fined \$5, as much as the Chief Officer was fined for striking him. Though we could not see at the time that the action of Mr. Gompertz was warranted—he being a magistrate to settle a case brought before him and not an advising Crown Prosecutor—we refrained from referring to the matter, but we allude to it now to point out that what Mr. Gompertz did in that case he might have done in the one which is the subject of comment. If he could not find some statute under which the boy could be punished, the law must be grievously lacking, and if it is not lacking and it provides for the punishment of people having unlawful possession of things, Mr. Gompertz should—if he was right in the case of the Malay—have instructed the prosecutor of the boy to take out another summons instead of instructing him to fine him out of his wages. If the law cannot fine a boy for doing wrong, why should a magistrate from the Bench instruct a citizen to go and do so? For wearing a singlet belonging to his master a boy should surely be flogged. What would Mr. Gompertz say if the master flogged the boy instead of fining him? Would he fine the man and acquit the boy? The action of the Magistrate seems to us strange indeed, and it certainly seems to be such as will encourage all the boys in the Colony to promptly set to and wear any of the clothing belonging to their masters which might come into their hands. And what is to prevent the washermen wearing the clothes sent to them to cleanse? Surely if the washerman said he was only wearing somebody else's shirt or trousers while his own were in the tub the excuse would be as valid as it was in the case of the house-boy? There is something wrong in connection with the whole matter, and it would be well if Mr. Gompertz, of the Magistrate's Department, would explain for the benefit of the anxious public, the real state of affairs. Can the law deal with boys for being in illegal possession of clothing—that is, wearing it? If not will the law shut its eyes whilst the citizens take the cat-o-nine tails in their own hands and punish the guilty boys? Something must be done or a man will not know whether his shirt belongs to himself or his boy.

**LOCAL AND GENERAL.**  
**Light Wanted.**  
A correspondent complains that the new Prye is very badly lighted. The only light in places, he says, is from shop windows.  
**The Plague.**  
During the week ended July 16 there were 20 cases of plague and all were fatal. From the commencement of the year there have been 437 cases.  
**Mrs May's 'At Home.'**  
At Mrs May's 'At Home,' at Mountain Lodge, on Thursday next, there will be a small bicycle gymkane for ladies and gentlemen. We are asked to say that intending competitors who wish to send up their bicycles beforehand will oblige by having them labelled.**Improving!**  
In spite of what critics say to the unrivalled daintiness of Goldsmith's 'Deserted Village,' the famous pastoral is still open to improvement. A periodical tries, with the following result:—  
And still the wonder grow  
That one small head contained all he knew.  
That auto-antepulchritude 'contained' shows that the resources of English metre are by no means exhausted. There are many corners in British poetry that still remain unexplored.**Dig In!**  
When you want to get ahead,  
Dig in!  
When you're up to work you dread,  
Dig in!  
When Dame Care comes down your way,  
Dig in!  
When there's nothing seems to pay,  
Dig in!  
When the other fellows lead,  
Dig in!  
When you're short on things you need,  
Dig in!  
When the rent is overdue,  
Dig in!  
When the world is looking blue,  
Dig in!  
When your friends turn dog on you,  
Dig in!**New South Wales Coal for the Fleet.**  
Reports have been published recently from Mr. J. D. Sutter, Commercial Agent in the East, with reference to the prospects for New South Wales coal on the China station. On June 17 the N. S. W. Minister for Agriculture received the following cable from Mr. Sutter:—'Had further interview relative to coal for British squadron. Wire me Kube approximate f.o.b. prices, very best qualities South Coast, Newcastle, and Lichgow coal. Can I officially assume Government inspection of the quality selected? Ultimate success hopeful.' It is probable, if business results, that arrangements will be made for the inspection of the coal contracted for, when the conditions of contract and the coal required are known.**Win'ow Dressing.**  
Since the opening of the Alexandra Buildings we note that special attention has been given to window dressing by the Managers of the shops established there. On the ground floor the ample window area that is available lends itself readily to effective treatment, and in one or two instances the results attained show that considerably thought has been devoted to the subject. Messrs Watson and Company have four windows which are, indeed, elegantly dressed. Facing Des Vœux Road two large windows are devoted to perfumes and smoker's requisites respectively, and the perfume window especially betrays the touch of artistic hands. The Chater Road windows have received the same treatment, and reflect credit on their dresser. Messrs Powell and Company also make an effective show, the best window being the one displaying hangings and carpets. Their other windows, as well, create an admirable effect.**The Poor Editor.**  
Editing a paper is a pleasant business—if you like it.  
If it contains much political matter people won't have it.  
If the type is large it doesn't contain much reading matter.  
If we quit jokes folks say we are nothing but fossils.  
If we publish original matter they blame us for not giving selections.  
If we give selections people say we are lazy for not writing more and giving them what they have not read in some other paper.  
If we give a complimentary notice we are censured for being partial.  
If we don't, everyone says we are unjust.  
If we insert an article which pleases the ladies the men snort, and vice versa.  
If we remain in our office attending to our business, folks say we are too proud to mingle with our fellows.  
If we go out they say we don't attend to our business.  
If we attend church they say it is all for show.**CHAMBERLAIN'S COLIC, Cholera and Diarrhoea Remedy** is everywhere acknowledged to be the most successful medicine in use for bowel complaints. It always cures and cures quickly. It can be depended upon even in the most severe and dangerous cases of cholera morbus, dysentery and diarrhoea. It should be taken at the first unusual looseness of the bowels. Sold by All Druggists; WATKINS & Co., Ltd., General Agents.**LOCAL AND GENERAL.**  
**Notes by the Way.**  
The French Mail of the 14th June was delivered in London on the 14th July.  
There were 228 European and 68 Chinese visitors to the City Hall Library, and 93 European and 1,796 Chinese visitors to the Museum during the week ending July 17.  
**Boxing.**  
We understand that the preliminaries in connection with the forthcoming boxing contest between J. Christie, local champion, and J. Burke, '1904 Lightweight champion of the Far East,' have been satisfactorily arranged. It is proposed that the contest will take place in the City Hall on August 1, if final arrangements can be completed in time.  
**The Orpheum Comedy Co.**  
On Saturday night the Orpheum Comedy Company again delighted an enthusiastic audience. The performance was uniformly good, and all players were recalled. To-night the company appears for the last time. They have, up to the present, deserved better houses, and it is to be hoped that their farewell house will be an encouraging one.**Shanghai-Nanking Railway Loan.**  
The public are offered £2,250,000, bearing interest at 5 per cent per annum and carrying 20 per cent surplus profit sharing bonds in connection with the £2,250,000 for the Shanghai-Nanking railway. The subscription list opened in London to-day and will close to-morrow. Applications will be wired by the Hongkong and Shanghai Bank up to noon to-morrow.**The Taipeh Dramatic Company.**  
The Taipeh Dramatic Company have arrived in the city from Taipeh, Formosa, and open a season to-morrow night. The leader of the company states that their object is not alone to make money for themselves, but they have a patriotic motive. They intend sending portion of the proceeds to Japan to be donated to the fund for Red Cross purposes. 'The said Company,' the manager writes, 'shall be very grateful if the public will honour them with their patronage.' An advertisement appears elsewhere.**The Bishop of Macao.**  
The Right Revd. Joao Paulino d'Azavedo, the Bishop of Macao, with jurisdiction over the Portuguese Missions of Singapore and Malacca, accompanied by the Revd. Fathers Soares (anon), Nunes (Secretary), Gomes, D.D., Arkwright and a religious assistant, arrived from Hongkong on July 1 by the German mail steamer *Regatta*, and were welcomed at Homeu Wharf by Father Cardoso, the vicar general, and Father Vital, the vicar and the Churchwardens. The Bishop and his suite were driven to the Church of St. Joseph, where they spent a short time in prayer, and afterwards they went down to Tanjong Katong where they are staying for the present. The Bishop will spend some time in Singapore and will afterwards proceed to inspect the Portuguese Mission at Malacca.**A School in a Forest.**  
A new kind of school is about to be started by the authorities of Charlottenburg for the benefit of children who, though not exactly ill, are so weakly that they are very liable to be attacked by disease, more especially tuberculosis. The school, which is to accommodate from one hundred and twenty to one hundred and twenty-five children, is to be built in the depths of the Junfermanns Woods, near Berlin, and the children will remain there the whole day, special arrangements being made to supply them with their meals. They are only to receive from two to three hours' instruction daily, and are to spend the rest of the day in taking healthy exercise in the forest. The experiment, if found successful, will result in a permanent school being established.**Metropole Theatre.**  
The attendance at the Metropole Theatre on Saturday night was but meagre, owing without doubt to the inclement weather. The programme announced the first appearance in Hongkong of Miss Dora Grey, who proved to be a charming ballad singer. The possession of a clear voice and the knowledge of how to avail of it to the fullest extent, ensured for Miss Grey a successful debut in Hongkong. Among the songs she sang were 'Absence makes the heart grow fonder,' 'Close your dreamy eyes,' and 'I am longing for you, Louise.' For each song Miss Grey received a large measure of well-merited applause, and when, as an encore, later in the evening, she performed a graceful dance, she scored a distinct triumph. The Leopold's Sketch was amusing, and went well. The other artists, Miss Maisie, Messrs Keene, Morcomb and Glynn appeared successfully. It was rather unfortunate that the elements should have proved unfavourable, as the entertainment deserves greater support than it has yet received. The promoters have shown enterprise in endeavouring to supply a long-felt want here, that is, a place of amusement outside the city, where the benefit of a rich air in the cool air can also be obtained.**STEARNS' WINE**, assists the body to make use of nature's nourishment; thus it cures.**BY TELEGRAPH.**  
[CHINA MAIL'S EXCLUSIVE SERVICE.]  
SUPPLIED BY REUTERS, VIA BOMBAY.  
(Received July 16, at 7.40 p.m.)  
**FISCAL REFORM.**  
**CHAMBERLAIN'S SPEECHES.****A Vote of Censure Debate Pending.**  
London, July 16.  
The Rt. Hon. Sir J. Campbell-Bannerman has given notice in the House of Commons that next week he will ask the Rt. Hon. A. J. Balfour to fix a day for the discussion of the vote of censure, moved in connection with the recent speech of Mr. J. Chamberlain regarding the fiscal reform campaign.**ARMY REORGANISATION.**  
**ARNOLD-FORSTER'S SCHEME CONSIDERED.**  
**Success Doubtful.**  
London, July 16.  
The London *Chronicle*, while still concurring with the general ideas of Mr. Arnold-Forster's scheme for the reform of the British Army, finds that the more the projected alterations are considered in detail, the greater are the doubts which suggest themselves.  
As an instance of this the *Chronicle* points to the Long Service recruiting difficulty.**THE UNIONIST COUNCIL AND FISCAL REFORM.**  
**Victorious Chamberlain.**  
London, July 16.  
Mr. Chamberlain presided at the first meeting of the re-constructed Unionist Council. Eighteen hundred delegates were present, and Mr. Chamberlain received an immense ovation and was elected President. Lord Lansdowne and Lord Salisbury were elected Vice-Presidents.  
A Fiscal Reform resolution was practically unanimously accepted. This indicates Mr. Chamberlain's complete capture of the Unionist machine.  
At a monster demonstration in the Albert Hall, in the evening, of 12,000 people, Mr. Chamberlain was the chief speaker. Lord Lansdowne, in acknowledging the resolution approving of the fiscal policy of the Government, declared it would greatly strengthen the hands of the Premier.**INDISPOSITION OF PRINCESS VICTORIA OF SCHLESWIG HOLSTEIN.**  
The King's niece, Princess Victoria of Schleswig Holstein, has been operated upon for appendicitis and is progressing favourably.**RACING AT HOME.**  
**The Eclipse Stakes.**  
Darley Dale..... 1.  
Rydal Head..... 2.  
Henry First..... 3.**THE CHINESE RAILWAY LOAN.**  
The prospectus of the Chinese Railway Loan has been issued for the amount of £1,500,000, being the balance of a total of £2,250,000.**TRAGEDY AT STONECUTTER'S ISLAND.**  
**Double Murder and Suicide.**  
Stonecutter's Island was on Saturday, the scene of a tragedy of an appalling nature, which resulted in the death of three Indian soldiers. From particulars furnished to the police it appears that several of the 14th Mahrattas were on guard duty at the Island on Saturday, and were, as usual, served out with ten rounds of ball cartridge per man. Everything went on as usual until about 4 o'clock in the afternoon when one of the sentries, a sepoy, appears to have become demented. Several of the guard were sitting on the verandah of the guard house when the frenzied man rushed up from his station at the East Battery, and presenting his rifle fired at one of his companions. The first shot missed, and the man at whom it was aimed jumped up, but only to be fired at again, and this time with fatal results. By this time the guard was thoroughly aroused, but before anyone could interfere the madman turned and shot another of his number, a corporal. He then opened fire on a third man who was wounded in the back while a stray bullet struck another man in the foot. The murderer then turned and fled towards the thick scrub at the Eastern end of the Island, pursued by a number of men who were ordered out by Lieut. Pudsey, the officer commanding the Garrison. The madman, however, distanced them, and as they were climbing the hill another shot rang out. This time it was the pursued man who had taken his own life. He was found lying with a bullet wound in his chest and quite dead. An examination of his rifle showed that he had fired eight shots, two cartridges still being left in the magazine.At the barracks of the 14th Mahrattas this morning an inquiry was held by Major Hurl into the circumstances surrounding the tragedy. The inquiry was not open to the press.  
**STEARNS' WINE**, is very palatable. An excellent tonic for children, especially if they are pale and thin. Do not rely. 'Must be Stearns'.'**THE RUSSO-JAPANESE WAR.**  
[BRITISH SERVICE.]  
**OCCUPATION OF YINGKOW.**  
London, July 16.  
Telegrams published at Tokio state that Yingkow was occupied at midnight on Wednesday without opposition.  
**PORT ARTHUR.**  
**Severe Fighting Reported.**  
Telegrams from Russian and French correspondents concur that there was severe fighting in the environs of Port Arthur on the night of the 10th instant, when the Japanese losses were most heavy. The Russian loss was one thousand.  
General Sakharoff reports that General Rennenkampf was wounded in a fight near Saimate which resulted in the repulse of a Japanese attack and the pass being occupied by the Russians.**'Luring 'em On.'**  
The *Brooklyn Eagle* has an excellent cartoon on the above subject. The Tsar (Crown and all) stands holding the Royal Palace door and shouts out: 'For goodness sake, Pak, don't lure him in here!' In another portion of the picture Kurapatkin is depicted jumping over a spiked fence followed by a Jap armed with a rifle with bayonet fixed. Kurapatkin shouts out: 'Hoory! See me luring 'em on.' London *Punch*, on the same subject, depicts a bear saying, 'Run away! I'm not a bit of it! I'm luring 'em on.' That saying has come to stay.  
The Tribune has a cartoon of Japan smashing Port Arthur with a pair of nut crackers—one handle being the Army, the other the Navy. Port Arthur is represented as a cracking walnut.**The Violence of Russian Troops.**  
The Foreign Office at Peking, acting under instructions of the Empress Dowager, recently applied to M. Lesar, the Russian Minister at Peking, asking that measures be taken to put a stop to the violence of the Russian troops, when retreating from the field of battle. It was alleged that the retreating troops would violate women and plunder the Chinese houses which they passed. M. Lesar is reported to have taken no notice of the protest, and the Government issued instructions to its representative at St. Petersburg ordering him to apply to the Russian Minister for Foreign Affairs to instruct Viceroy Alexieff to take immediate measures for the suppression of the outrages. The Chinese Government expressed upon its Ambassador the fact that the question had close relations to the neutrality of China.**Japanese Transport Organisation.**  
The following, written by a Reserver to the *Kobe Chronicle* will serve to illustrate the perfect transport arrangement of the Japanese:—'When, finally our landing was reached, we could count about—large transports all lying at the distance of a few miles from the shore, and busy in landing our men and materials. In this work there must have been more than a thousand men employed, with an adequate number of tug-boats. The latter took the junks as near the shore as they could. On the shore there were thousands of commissariat soldiers divided and well organised into small parties who, just like busy ants around much appreciated food, swarmed beside the junks and quickly carried the cargo to the shore, while the soldiers in the boats, taking off their shoes and trousers, jumped into the shallow water and waded to dry land. Thus, in spite of the natural difficulties, the landing is effected more quickly than is usually imagined. In our case the unloading which is done in a splendid harbour at home took nearly as many hours as the unloading in this difficult place. All along the coast, men and horses were quickly organised into companies and were soon marching off inland to their respective destinations, while the heaps of cargo which were rapidly forming were as quickly being taken away by the hundreds of carts assembled. These carts were chiefly Chinese, although our Army is well equipped with their own, which they are now keeping in reserve for future use.'**CLOUDBURST IN MANILA.****A Flooded City.**  
A cloudburst, which was responsible for the largest flood within the memory of the oldest inhabitant, occurred near Manila on July 13.The spot where the deluge happened and where most of the damage was done was at San Juan del Monte, to the north-east of Manila.  
A few years ago this suburb was nothing but a group of scattered huts, but during the last year or so, owing to the position of the suburb, it being situated on rising ground, the place has come into favour as a residential site, and a large number of substantial dwellings have been built there.  
When the news of the disastrous occurrence reached Manila, the consequence was that hundreds of lives were lost and damage to the extent of millions of dollars had been sustained were it not for the fact that the extent of the outbreak had been exaggerated.  
Even so, the damage done is very large, and it is feared that at least 60 or 70 lives have been lost. To a depth of seven feet in places the water lay, and as it swept down towards Manila it seemed as though the town would be washed away. The many canals and waterways with which this city is intersected, however, carried off a great quantity of the water. Most of the canals overflowed and the water spread over an immense area, in some cases being three feet deep in godowns and private houses.  
Several Hemip godowns, in particular, suffered from the ravages of the flood, the lower tier of Hemip bales being soaked through and through.  
The P.M.S. *Siberia* was delayed at Manila, owing to the severity of the weather, being forced to discharge her cargo at Cavite. When she left last Thursday the full extent of the loss caused by the flood had not been ascertained, but it is thought that the later reports will not add much to the roll of loss and deaths. The water was subsiding when the *Siberia* left.**SUMMER COMPLAINT** is the children's most dangerous enemy and the mother's most dreaded foe. Immediate and proper treatment is always necessary. Chamberlain's Colic, Cholera and Diarrhoea Remedy given according to directions, is the most effective remedy known. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.



## SUPREME COURT.

## IN CRIMINAL SESSIONS.

(Before His Lordship, Sir W. M. Gossdunn, Chief Justice.)  
Monday, July 18.

## THE CALENDAR.

There were six cases on the calendar and ten charges, implicating twelve persons. Bribery occupied a prominent place, there being five charges of that alone. There were two robbery cases and one attempted murder.

## A CHARGE OF ROBBERY.

Lam King, Cheong Wing and Chan Sui were indicted on a charge of robbery. The Attorney General prosecuted and accused were undefended. They pleaded not guilty and the following jurors were sworn—Messrs E. B. Shepherd, V. E. Kusner, A. Bryer, A. Bryson, A. S. D. Coulson, G. Gittings and F. Campbell.

The Attorney General stated that the prisoners were charged together with robbing a woman and her daughter at No. 71 Station Street, Mongkok, Kowloon, it appeared that on June 10 at 11 a.m. Leung San Lin and her daughter, Li Mei, were in their house and heard a knock at the door. On opening it she saw three men outside who said they had come to stop a leak in the house, pretending that they were plumbers. As soon as they gained admittance they seized the woman and her daughter, gagged and bound them, and collected a considerable amount of jewellery and money and cleared out. The woman identified the first accused positively, and another witness identified him as being a man who left the house about the time the robbery was committed. Some jewellery was found in his possession which was identified as part of the stolen property. The second and third accused were also identified by the women.

Evidence was then led.  
Li Mei stated that she was sixteen years of age. When she came into her mother's room on the night of the robbery she found her mother and daughter on the floor and when she saw the three men who had entered the house, she saw them tied round her neck, and her mother was lying gagged and bound on the floor. (Owing to the suddenness of the attack she did not see any of the men distinctly and therefore could not recognize them.)

The jury returned a verdict of guilty and His Lordship sentenced each of the accused to five years imprisonment with hard labour, each to receive twenty-four strokes with the birch.

## ATTEMPTED ROBBERY.

Wong Yik, Wong Lung, Chu San, Cheong Fat and Lee Kai were indicted on a charge of robbery with violence, being armed with revolvers, and with receiving the goods knowing them to be stolen.

The Attorney General prosecuted and accused were undefended. Wong Yik pleaded guilty, but the others pleaded not guilty, and the following jurors were sworn—Messrs E. B. Shepherd, V. E. Kusner, A. Bryer, A. Bryson, A. S. D. Coulson, G. Gittings and F. Campbell.

The Attorney General stated that at midnight on the night of June 11 a band of robbers broke into a house at Sze-shui-ping, in which a farmer named Lok San, his son, Lok Ping, and his son's wife were sleeping. The gang, who were armed with offensive weapons, entered the house and attacked the inmates. After having stolen some clothing, ornaments, razors, etc., the gang cleared out, but were pursued by Lok Ping. He caught Wong Yik and held him until the arrival of the police. When the police arrested the robbers, he took them to a safe house, where he hid them until they were released. He then took them to a safe house, where he hid them until they were released.

The second man, Wong Lung, was discovered hiding outside the house and on being searched was found to have a portion of the stolen property in his possession. About an hour and a half later, when the police arrived at the safe house, they found the three robbers, who were arrested. On the day after the arrest the police took him to the market at Matsui, where he identified a basket as being his property. The basket was then empty, but the police had previously searched it and had found a portion of the stolen property in it. When charged at the Magistrate's Court, he admitted the robbery. No. 2 admitted the robbery, but denied having taken any part in the robbery; while Nos. 4 and 5 denied all knowledge of the affair.

Evidence was then led.  
The case was not concluded when we went to press.

## IN SUMMARY JURISDICTION.

(Before His Honour Mr. T. Seymour Smith, Police Judge.)

## REPAIRS TO A LAUNCH.

The Kwong Fat and Mah Yau Shi and another for \$422.71, being money due for repairs done to a steam launch.

Mr. J. Hays of Messrs Johnson, Stokes and Master appeared for the plaintiff, while Mr. P. W. Goldring (of Mr. John Hastings' office) represented the defendant. The claim had been referred to Mr. H. F. Carmichael, who put in his report this morning, and the Police Judge gave judgment for plaintiffs for \$222.35, with costs up to the date of payment.

## Would a Coal Coolie?

Reports the *Kobe Chronicle*: Koyezuka Yonematsu, twenty-eight years of age, employed by a charcoal merchant of Shimonoseki, while passing through Nakabashi-suji, Shimizu-cho, picked up ¥800 in notes, wrapped in a piece of cloth. Koyezuka reported his find at the Naniwa Police Station, and it was soon discovered that the money belonged to a coal merchant, who had sent it by an employe to the Naniwa Bank, when the latter dropped it. The coal merchant offered Koyezuka ¥80 as a reward for his honesty, but the latter refused the gift until he was repeatedly pressed.

## A TRIAD GANG SURPRISED.

## THREE CHINAMAN KILLED AND THREE INJURED.

## All Leap from High Windows.

The Triad Society has been considerably in evidence in Hongkong of late and its members are giving the police a good deal of trouble. Last week four Chinamen, well known in Hongkong, were brought before Mr. Kemp at the Magistrate's Court on a charge of being members of the Triad Society and on the same day an attack was made on the fishermen of Taiho by a band of men alleged to belong to the same society. The latest development occurred early yesterday morning, when the police attached to the Yau-mat Station made a successful raid on a house in which a meeting of the Triad Society was being held. The raid was carefully planned by Inspector MacDonald, and despite the watchfulness of the Chinese, completely took the inmates of the house by surprise.

About 1.30 on Sunday morning the police set out from Yau-mat station and made their way cautiously to Temple Street North, where they had been informed that a meeting of the Triad Society was to be held. One of their number, an Indian Sergeant, who was disguised as a Chinese was sent out to reconnoitre, and at No. 42 found the meeting to be in full swing, there being about 30 Chinese present.

The door of the house was guarded by a watchman, while on the stairs leading to the meeting room, on the top floor, another man was stationed so that it was clearly impossible for the police to approach from the front of the building. A council of war was held and it was decided to attack the enemy from the rear. With this end in view the police went round by a side street and having obtained admission to a house adjoining No. 42 climbed up to the roof and broke into the meeting room before the Chinese were aware of their presence. Much to their surprise they found that the gathering was presided over by a Chinese constable attached to the Water Police Station.

The appearance of the officers in the room at once created the wildest disorder and the Chinese rushed for every available means of escape. At the door they were baffled by the police, and they then turned their attention to the roof and windows. A few escaped in the confusion, but the police stuck to their task and secured fourteen of the offenders.

It was afterwards found that the men who had jumped from the windows had landed badly, for the police, on descending to the pavement, found four men lying helpless and mortally on the ground. They were at once attended to.

One was found to be already past assistance, the fall having caused his death, apparently in a few minutes. Of the others, two were so badly injured that their lives were despaired of, and the third, who had been injured on his head, was taken to the Government Civil Hospital, where two have since died.

A constable who saw the men on the pavement declared that they looked like the dead and wounded after a battle and the noise made by the wounded and escaping men baffled description.

## FREIGHT CIRCULAR.

Messrs Lamko and Rouze report in their freight circular dated Saturday, 16th July, as follows:

The general condition of the freight market shows very little alteration. The enquiry for tonnage has been somewhat livelier and a larger amount of business has been put through than during the preceding fortnight, but rates of freight have continued to be low and an improvement in the new future seems rather problematic.

As regards Saigon-Hongkong business, the market has collapsed altogether and rates have now reached such a low level, that chartering has become quite impracticable. A couple of boats, bound back to Saigon, are the only ones of the original charterers who are still in the market.

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## THE GAMBLING MANIA.

## BY WHARP AND WAVE.

## The second officer of the s.s. Tanglin was drowned at Bangkok on June 30 through falling out of a sampan.

This morning the harbour was pretty clear of small craft, most of them were in shelter at the typhoon anchorage, and in Kowloon and Yau-mat Bays.

Shanghai has taken to registering the sampan at last. A passenger's mysterious disappearance settled the matter. When last mail left 300, out of the estimated 1600 were entered on the books.

The s.s. *Siberia* came into port yesterday morning in the rain. At Manila she also experienced bad weather. During her stay at the latter port several Japanese, who were refused a landing owing to physical defects, endeavoured to swim ashore. They were, however, captured on the beach.

The squalls which swept across the harbour yesterday morning made travelling on the water uncomfortable. Splinters were blown up in sheets upon the top deck of the ferry boats at times. Sampan had a rough time of it, and launches were busy sailing about and picking them up.

The blue-funnel steamer *Prometheus* which had the *Glendower* home with tea arrived in London on the 16th inst. It is said that this is the first time in 20 years that the Glen line has failed to be home first. We do not know of this for a fact, but we are informed that this is the case. The *Prometheus* left Foochow on June 11. Both ships passed the coast on the same day, so the Glen boat should not be far behind.

Several large steamships of the North German Lloyd and Hamburg-American Lines were endangered on May 29 by the *Glendower*, which destroyed six piers of the Lackawanna Railway, nearly sixty barges, and a large quantity of goods in Hoboken, New Jersey, which is just across the river from New York. So far only one person is known to have perished in the flames, which caused damage to the amount of \$250,000. The *Glendower* was the cause of the entire Hoboken water front. This disaster was averted by the fire-fighting boats, whose crews jeopardised their lives. The flames on the river-front east a red glare over the metropolis, and thousands witnessed the great fight to save the ship.

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## BY WHARP AND WAVE.

## The second officer of the s.s. Tanglin was drowned at Bangkok on June 30 through falling out of a sampan.

## This morning the harbour was pretty clear of small craft, most of them were in shelter at the typhoon anchorage, and in Kowloon and Yau-mat Bays.

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Shanghai has taken to registering the sampan at last. A passenger's mysterious disappearance settled the matter. When last mail left 300, out of the estimated 1600 were entered on the books.

The s.s. *Siberia* came into port yesterday morning in the rain. At Manila she also experienced bad weather. During her stay at the latter port several Japanese, who were refused a landing owing to physical defects, endeavoured to swim ashore. They were, however, captured on the beach.

The squalls which swept across the harbour yesterday morning made travelling on the water uncomfortable. Splinters were blown up in sheets upon the top deck of the ferry boats at times. Sampan had a rough time of it, and launches were busy sailing about and picking them up.



## Shipping.

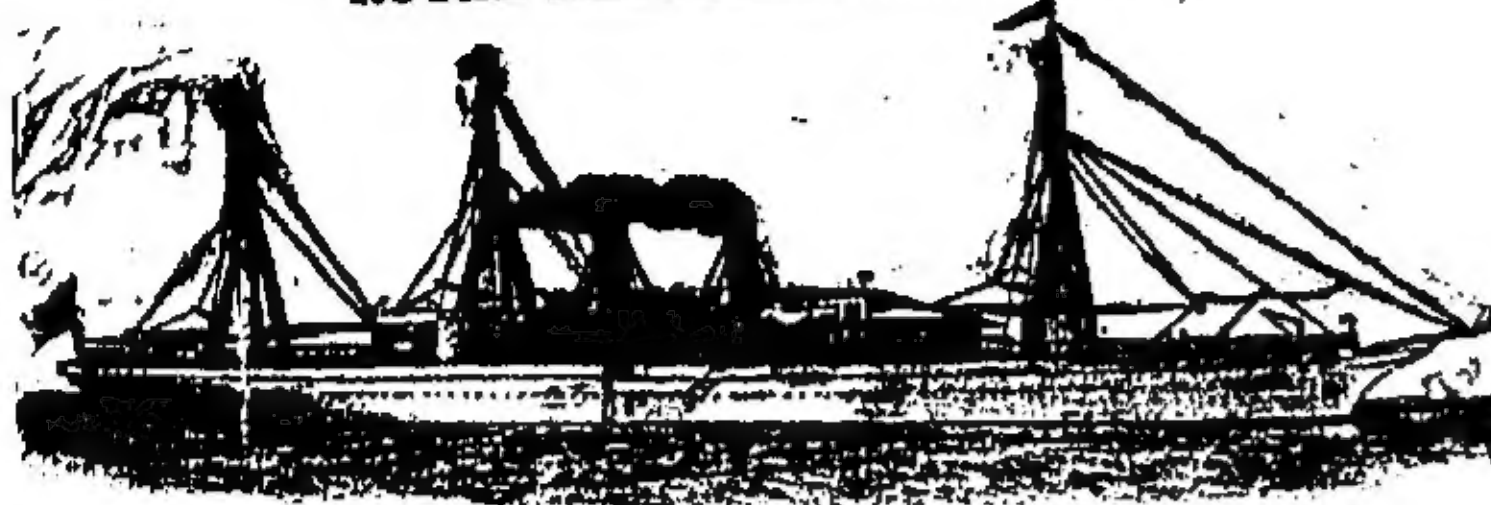
PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
YAMA, VIA SHAT, MOJI & KOBÉ (passing through the INLAND SEA).	Jaco, S. BARNHAM	About 22nd July.	Freight and Passage.
LONDON & ANTWERP VIA SARDINIA.	C. O. TALBOT, R.M.S.	About 22nd July.	Freight and Passage.
SHANGHAI, &c.	F. N. TILLARD	About 28th July.	Freight and Passage.
LONDON, &c.	Hallam, C. R. LONDON, R.M.S.	Noon, 30th July.	See Special Advertisement.

For further Particulars, apply to  
E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, July 13, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.  
SAFETY—SPEED—PUNCTUALITY.  
Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
Sailing 3 to 7 days across the Pacific.  
Proposed SAILINGS FROM HONGKONG. (Subject to Alteration.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
R.M.S. ATHENIAN	5882 Tons	WEDNESDAY, July 20, 1904.	
R.M.S. EMPRESS OF CHINA	6000 Tons	WEDNESDAY, Aug. 3.	
R.M.S. TARTAR	4425 Tons	WEDNESDAY, Aug. 10.	
R.M.S. EMPRESS OF INDIA	6000 Tons	WEDNESDAY, Aug. 24.	

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £82.  
Intermediate on Steamers, " £40. " £42.  
THE magnificent "EMPEROR" STEAMSHIPS passing through the famous TAN-  
LAND SEA (OF JAPAN, usually make the voyage YOKOHAMA TO VAN-  
COUVER (B. C.) in 12 DAYS, and make connection with the PACIFIC OVER-  
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT  
CHANGE.  
Passengers booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Government.  
For further Information, Maps, Guides, Books, Rates of Freight and Passage,  
apply to  
HONGKONG, June 22, 1904.  
D. W. CRADDOCK, Acting General Agent,  
FEDDER STREET.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,  
MOJI, KOBÉ & YOKOHAMA; FOR  
PORTLAND, OREGON,  
OPERATING IN  
CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ARABIA	4483	BALE	August 14, 1904.
ARAGONIA	5198	SABULOT	Sept. 14, 1904.
NUMANTIA	4370		Oct. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian  
and United States Ports. For through rates of Freight and further Information,  
communicate with or apply to  
PORTLAND & ASIATIC STEAMSHIP COMPANY.  
Hongkong, June 30, 1904.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
POOCHOW, Via SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, July 20, at 10 a.m.
TAMBU, Via SWATOW AND AMOY.	M. STRUYE	SUNDAY, 24th July, at 10 a.m.
ANPING, Via SWATOW AND AMOY.	FRITJOE	WEDNESDAY, July 27, at 10 a.m.
TAMBU, Via SWATOW AND AMOY.	FRITHJOE	SUNDAY, 31st August, at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers  
have been requisitioned for Transport Service, and the above named chartered  
Steamers have been secured instead for maintenance of the Company's Coastal Service.  
As soon as the state of Affairs permit the Company will resume running with its special-  
ly designed new Steamers.  
For Freight, Passage and further information, apply at the Co.'s local Branch  
Office, at No. 8, Des Vaux Road Central.  
T. ARIMA, Manager.  
Hongkong, July 13, 1904.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
HYADES	3753	Geo. Wright	July 30.
SHAMWUT	3606	W. M. Smith	September 1.
TREKONT	3606	T. W. Garlick	October 1.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.  
S.S. SHAMWUT, 3606 tons, Capt. W. M. Smith, About 12th August.  
S.S. TREKONT, 3606 tons, Capt. T. W. Garlick, About 10th September.  
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shamwut and Trekont have just been fitted with very superior  
Accommodation for First and Second Class Passengers. The large size of these vessels  
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-  
dry. Cargo carried in cold storage.  
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, Apply to  
Dodwell & Co., Limited,  
GENERAL AGENTS,  
HONGKONG, 4 July 1904.

## Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	ANAN	29th July.
GLASGOW AND LIVERPOOL	MACHAO	5th August.
GLASGOW AND LIVERPOOL	GLAUCOS	12th August.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	KINTUCK	19th July.
LONDON, AMSTERDAM & ANTWERP	KIMMUN	2nd August.
LONDON, AMSTERDAM & ANTWERP	MOVONE	16th August.
* GENOA, MARSEILLES & LIVERPOOL	SARABON	20th August.
LONDON, AMSTERDAM & ANTWERP	PALEOS	20th August.
LONDON, AMSTERDAM & ANTWERP	GLAUCOS	16th Sept.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, VIA N'KI, KOBÉ & YOKOHAMA.	MACHAO	11th August.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
YOKOHAMA AND KOBÉ	THANAS	19th July.
MANILA AND ILOILO	TRAN	20th July.
OSBO AND ILOILO	KAIPONG	22nd July.
SWATOW, OHEFOO AND TIENTSIN	KASSU	22nd July.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS VILLE, BRISBANE, SYDNEY and MELBOURNE	TAIWAN	30th July.

The attention of Passengers is directed to the Superior Accommodation offered  
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.  
A duly qualified Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand and other  
Australian Ports.  
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and  
Australian Ports.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.  
Hongkong, July 13, 1904.

## HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steam-  
ers between Hongkong and Manila.—Saloon and side-decks.  
—Electric Light—Perfect Cuisine—Surgeon  
and Stewards carried.—All the most up-to-date arrange-  
ments for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila Direct	July 23, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	July 30, at 10 a.m.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to  
Shewan, Tomes & Co.,  
General Managers.  
Hongkong, July 16, 1904.

## STEAM TO CANTON.

THE new Twin Screw Steel Steamers  
K'WONG HOH,  
1,309 tons—Captain J. F. MARTIN.  
K'WONG TUNG,  
1,338 tons—Captain H. W. WALKER.  
Leave HONGKONG for CANTON at 8.30  
Every Evening (Saturday excepted).  
Leave CANTON for HONGKONG about  
5 o'clock Every Evening (Sunday ex-  
cepted).  
These fine new Steamers have unex-  
celled accommodation for First Class  
Passengers and are lit throughout by  
Electricity.  
Passage Fare—Single Journey—\$4.00  
Meals ... .. \$1.00 each.  
The Company's Wharf is a short distance  
West of the Harbour Master's Office.  
SHU ON S.S. CO., LTD.,  
AND  
YUEN ON S.S. CO., LTD.,  
No. 8, QUEEN'S ROAD WEST.  
Hongkong, February 18, 1904.

HONGKONG-MACAO  
LINE.

S. S. "WING CHAI"  
CAPTAIN SAMUEL BELL SMITH.  
DEPARTURE from Hongkong on week  
days at 7.30 a.m.; Excursion on Sun-  
days at 8.30 a.m.; from Macao week days  
at about 2 p.m.; Sundays at about 7.30 a.m.  
Fares (week days) 1st Class (including  
cabin and servant) \$3. Return Ticket \$4.  
2nd class \$1.  
3rd " 50 Cents.  
On excursion Sundays 1st, 2nd, 3rd Class  
Single Ticket \$2. Return Ticket \$3. Re-  
turn Ticket, includingiffin and dinner  
either on board or at Macao Hotel, \$5. On  
Sundays, \$5 extra will be charged for each  
cabin which has accommodation for 2 or  
more passengers.  
What—At the Western end of Wing  
Lok Street.  
The steamer runs an excursion trip every  
Sunday. It takes only 34 hours to reach  
Macao.  
MING ON & CO.,  
2nd Floor, 16, Victoria Street  
Hongkong, September 7, 1903.

## J. TREVoux &amp; CO.

HONGKONG-CANTON NIGHTLY  
SERVICE.

THE Commodious Steamer  
PAUL BEAU,  
Captain FRANKLIN, leaves Hongkong for  
Canton at 9 p.m. on SUNDAYS, TUES-  
DAYS and THURSDAYS, returning to  
Hongkong the following days, leaving  
Canton at 5 p.m., taking Passengers and  
Cargo as usual.  
The S.S. CHARLES HARDOUN,  
Captain NOLAN, leaves Hongkong on MON-  
DAYS, WEDNESDAYS and FRIDAYS,  
at the usual hour.  
These two magnificent and up-to-date  
Steamers are lighted with electricity.  
The Saloon is under European Supervision.  
First-class European ... .. \$3.00  
Second-class European ... .. \$2.00  
First-class Chinese ... .. \$1.50  
Second-class Chinese ... .. 80  
Dock ... .. 30  
The Company's Wharf is at the end of  
QUEEN STREET, Praya West.  
For further Particulars, apply to  
J. LANDOLT,  
Agent,  
The Pharmacy, Queen's Road Central  
Hongkong, March 22, 1904.

## MESSAGERIES CANTONNAISES.

STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH AND  
LONDON.

Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CON-  
TINENTAL, AMERICAN AND  
SOUTH AFRICAN PORTS.  
THE Steamship BALLAARAT, Captain  
C. R. LONDON, R.M.S., carrying His  
Majesty's Mails, will be despatched from  
this for BOMBAY, on SATURDAY,  
the 30th July, at Noon, taking Passengers  
and Cargo for the above Ports in con-  
nection with the Company's s.s. Egypt, 1912  
tons, from Colombo, Passengers' accom-  
modation in which vessel is second before  
departure from Hongkong.  
Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the mail  
steamer proceeding direct to Marseilles and  
London; other cargo for London, &c., will  
be conveyed from Bombay by the R.M.S.  
Arabia, due in London on the 12th Sep-  
tember, 1904.  
Parcels will be received at this Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.  
For further Particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, July 13, 1904.

THE  
HONGKONG  
DOCKS.

A Record of the Founding  
and Development of the  
Hongkong and Whampoa  
Dock Co., Limited.  
Reprinted from the "CHINA MAIL."  
Price ... .. Fifty Cents.  
To be had at the "China Mail" Office  
& Wyndham Street.

## WASHING BOOKS.

WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can be  
had at this Office. Price \$1 each.  
China Mail Office.

## Shipping.

P. & O. S. N. Co.'s  
INTERMEDIATE LINE.

NEW and Well Appointed Twin Screw  
S.S. SARDINIA,  
5074 Tons  
will be despatched for LONDON DIRECT,  
on or about 21st JULY.  
Has Excellent Accommodation for First  
& Second Saloon Passengers at Moderate  
Rates.  
To be followed by the Steamship  
BORNEO,  
4573 Tons, about 19th August.  
For further Particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, June 23, 1904.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.

VIA PORTS AND SUEZ CANAL  
(With Liberty to Call at PHILIPPINE PORTS)  
PROPOSED SAILINGS FROM HONGKONG.  
To SAIL. 1904.  
ST. WILLIAMS, About July 20.  
BEDOUIN, Aug. 5.  
LOWTHER CASTLE, Aug. 20.  
For Freight and further information,  
Apply to  
DODWELL & CO., LTD.,  
Agents.  
Hongkong, July 12, 1904.

AUSTRIAN  
LLOYD'S  
STEAM

NAVIGATION  
COMPANY.  
STEAM TO  
SHANGHAI, YOKOHAMA AND  
KOBÉ.  
THE Company's Steamship  
NIPPON,  
Captain MITSURUO, will leave for the  
above places on FRIDAY, 22nd Inst., p.m.  
For Freight or Passage, apply to  
SANDER, WIELER & CO.,  
Agents,  
Princes' Building.  
Hongkong, July 12, 1904.

AUSTRIAN  
LLOYD'S  
STEAM

NAVIGATION  
COMPANY.  
STEAM FOR  
FIUME AND TRIESTE Direct, Calling at  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, ADEN, SUEZ and  
PORT SAID.  
(Taking cargo at through rates to the  
BRITISH, SOUTH AFRICA, PERSIAN  
GULF, RED SEA, BLACK SEA, LEVANT,  
VENICE and ADRIATIC PORTS).

THE Company's Steamship  
PERSIA.

Captain CRAGG, will be despatched as  
above on SATURDAY, the 23rd July,  
p.m.  
For information as to Passage & Freight,  
apply to  
SANDER, WIELER & Co.,  
Agents,  
Princes' Building.  
Hongkong, July 15, 1904.

## NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.  
FOR SYDNEY AND MELBOURNE,  
VIA  
MANILA, THURSDAY ISLAND,  
TOWNSVILLE AND BRISBANE.  
THE Co's Steamship  
YAWATA MARU,  
Captain ... will be despatched as  
above on FRIDAY, the 23rd July, at  
4 p.m.  
This well-known Steamer is specially con-  
structed for service in the Tropics, and is  
provided with superior Accommodation and  
with all modern fittings and improvements  
for the safety and comfort of Passengers.  
Electric Light and Refrigerator. Doctor  
and Stewards carried.  
For Freight or Passage, apply at the  
Company's Local Branch Office in Prince's  
Building, First Floor, Chater Road.  
A. S. MIHARA,  
Manager.  
Hongkong, June 25, 1904.

## NOTICE TO CONSIGNEES.

STEAMER OCEANIAN.  
COMPAGNIE DES MESSEAGERIES  
MARITIMES.  
CONSIGNEES of Cargo from LONDON  
ex s.s. Madoc, from BOMBAY  
ex s.s. Ville de Paris, in connection  
with above Steamer are hereby informed  
that their Goods, with the exception  
of Opium, Treasure and Valuables, are  
being landed and stored at their risks into  
the Godowns of the Hongkong & Kowloon  
Wharf and Godown Company, Ltd., at  
Kowloon, whence delivery may be obtained  
immediately after landing.  
Optional Cargo will be forwarded on  
unless intimation is received from the Con-  
signees before Noon, To-day, requesting  
it to be landed here.  
Bills of Lading will be countersigned  
by the Undersigned. Goods remaining unclaim-  
ed after TUESDAY, the 19th July, at  
Noon, will be subject to rent and landing  
charges.  
All claims must be sent in to me on or  
before the 19th July, or they will not be  
recognized.  
All damaged packages will be examined  
on TUESDAY, the 19th July, at 3 p.m.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, July 12, 1904.

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## NOTICE







### Vessels Advertised as Loading

<i>Destination.</i>	<i>Vessels.</i>	<i>Agents.</i>	<i>Date of Leaving.</i>
Australian Ports .....	Taiyuan (s).....	Butterfield & Swire	July 30.

Platav, Srang, S'way	Ti'fanas (e)	Java-China-Japan	About July 23.
Coba & N'lo	Kaifang (e)	Butterfield & Swire.	July 22.
Gema, Mar'les L'poo	Sa'padeu (e)	Butterfield & Swire.	August 20.
Kobe	Pe'la (e)	Shewan, Tomlin & Co.	July 21, at 5 p.m.
L'don, Am'dam, A'er	Kint'uk (e)	Butterfield & Swire.	Aug. 19.
L'don, Am'dam, A'er	Kee'mun (e)	Butterfield & Swire.	Aug. 16.
L'don, Am'dam, A'er	Gu'ru'ne (e)	P. & O. S. N. Co.	July 30, at Noon.
Londen, etc.	Ba'la'ar' (e)	P. & O. S. N. Co.	About July 22.
	Sa'ril'ia. (e)		

Manila	Yawata Maru (c)	Nippon Yusen Kaisha	July 29, at 4 p.m.
Manila	Shawmut (c)	Dodwell & Co. Limited	About August 19.
Manila	Rubi (c)	Shawmut, Tomes & Co.	July 29, at 10 a.m.
Manila	Shawmut (c)	Shawmut, Tomes & Co.	July 30, at 10 a.m.
Manila	Pearl (c)	Butterfield & Swire	July 30.
Manila	Yuenang (c)	Jardine, Matheson & Co.	July 22, at 4 p.m.
Molji, Kobe & Y. Panama	Tylosap (c)	Yamato Line	July 29.
New York & Suez Canal	Yamato Maru (c)	Dodwell & Co. Limited	About July 20.
New York & Suez Canal	Bodouin (c)	Dodwell & Co. Limited	About August 5.
New York & Suez Canal	Lowther Castle (c)	Dodwell & Co. Limited	About Aug. 20.

New York, Suez Canal	Shanghai (s)	Shanghai, Japan	1st half of Aug.
Japan via Shanghai	Nippon (s)	Shanghai, Japan	1st half of Aug.
Shanghai	Osaka (s)	P. & O. S. N. Co.	about July 23.
Shanghai	Osaka (s)	Messageries Maritimes	about July 23.
Shanghai, Kobe & Ysima	Touraine (s)	Portland & A. S. Co.	August 14.
Shanghai, Portland & Arabia	Arabia (s)	Josiah Wedgwood & Co.	about 1st Moon.
Singapore, Pango Calcutta	Kumasing (s)	Sander, Wierler & Co.	July 23, p.m.
Singapore, Calcutta, Rangoon	Rangoon (s)	Sander, Wierler & Co.	July 22, p.m.
Singapore, Calcutta, Rangoon	Nippon (s)	Osaka Shosen Kaisha,	July 29, at 10 a.m.
Singapore, Amoy & F. Chow	Triumph (s)	Osaka Shosen Kaisha,	July 27, at 10 a.m.
Singapore, Amoy & Tannan	M. Struve (s)	Osaka Shosen Kaisha,	July 27, at 10 a.m.

Shaw, Amy, & Sons	Thalbot (s)	Owaka Shoen Kaisha	July 31, at 10 a.m.
Shaw, Amy, & Sons	Thalbot (s)	Douglas Lapsrak & Co.	July 30, at 11 a.m.
Shaw, Amy, Fochow	Thalbot (s)	Butterfield & Swire	July 30
Shaw, O'fno & T.C.	Kanau (s)	Dodwell & Co., Ltd.	July 30
Victoria, B.C.	Thalbot (s)	Canadian P&F R. Co.	July 30
Vancouver (B.C.)	Athenian (s)	Canadian P&F R. Co.	August 3
Vancouver (B.C.)	Empress of China (s)	Canadian P&F R. Co.	August 3
Vancouver (B.C.)	Tartar (s)	Canadian P&F R. Co.	August 30
Y.M. Shai, Mohi, Kobe	Jury (s)	Butterfield & Swire	July 22
Yokohama & Kobe	Tianan (s)	Butterfield & Swire	July 12

SHARE LIST.—QUOTATIONS.

July 18, 1904.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Each.
NAME.				1965p. sale & buyers
Hongkong and Shanghai Bank Corp.	40,000	£ 125	all	London, £68.50
National Bank of China, Limited.	19,970	£ 10	£ 8	£ 83, buyers
	29,955	£ 10	£ 8	£ 83, buyers
	750			£ 10, buyers

Do.		Founders' shares							
MARINE INSURANCES.									
Canton Insurance Office Co., Ltd.	10,000	\$	250	%	50	\$210			
China Traders' Insurance Co., Ltd.	24,000	\$	63.38	%	25	\$65			
North-China Insurance Co., Ltd.	10,000	%	12	%	6	\$74.5			
(Insurance Society, Ltd.)	250	\$	10,000	%	250	\$10,000			
Yantai Insurance Association, Ltd.	8,000	\$	100	%	80	\$130			
FIRE INSURANCES.									
China Fire Insurance Co., Ltd.	30,000	\$	100	%	20	\$82			
Hongkong Fire Insurance Co., Ltd.	8,000	\$	250	%	50	\$310			buyers

Hong & Whampoa Dock Co. Ltd.	50,000	50	all \$217, buyers
Geo. Fenwick & Co., Limited.	6,000	25	25 148, sellers
New Amoy Dock Co., Ltd.	6,000	69	69 210, sellers
S. C. Farman, Boyd & Co., Ltd.	56,700	Ths.	Ths. 151, sales
*ARABIAN COAST, ETC.			
China and Manille S. S. Co. Ltd.	30,000	50	50 \$254, sales & buyers
Donghai Steamship Co., Limited	30,000	50	all \$35, sales
R.K. & M. Siam Steamship Co., Ltd.	30,000	15	15 129 buyers
Yokohama S. S. Company, Limited.	30,000	2	all \$108, ex div.

Steril Ferry Company, Ltd.	10,000	10	10	82 1/2 buyers
Shell Transport & Trading Co., Ltd.	100,000	10	10	82 1/2 buyers
do. Preference.	100,000	1	1	25 1/2 sellers
Toku Tsuk and Mochiro Co., Ltd.	8,600	10	10	48.10
Shanghai Tang & Lighter Co., Ltd.	200,000	10	10	71.47 buyers
do. Preference.	200,000	10	10	71.47 buyers
SPRINGERS.				
China Sugar Company, Limited	20,000	8	10	a 1185
London Sugar Company, Limited.	7,000	10	a	89, sellers

Perak Sugar Cultivation Co., Ltd.	100,000	125.00					
H.K. & Kwai Wharf & Godown Co.	80,000		50	all	113	113	113, sellers
Shanghai and Hongkong Wharf Co.	80,100	110.00		110.00	110.00	110.00	110.00, buyers
LAND AND BUILDINGS.							
Hongkong Land Investment and	50,000		100	100	1158	1158	1158, sellers
Shanghai Land Investment Co., Ltd.	52,000	110.00	50	110.00	110.00	110.00	110.00, sales
Kowloon Land and Building Com-	6,000		50	50	30	30	30, \$38
pany	3,764	75.00	25	75.00	75.00	75.00	75.00, \$10

Hampbreys Estate & Finance Co.,	106,000	10	all	\$12½	sellers
West Point Building Co., Limited.....	50,000	10	80	24	844
	19,500	50	80	60	600
<b>SEAFAR.</b>					
NK High Level Tramways Co., Ltd.	1,250	100	all	\$230,	buyers
<b>MINEING.</b>					
New Panjom Mining Co., Ltd.....	80,000	11	11	Nominal	
	80,000	1	all	40 cents,	sellers
<b>PREFERRED SHARES.</b>					
Straits Trading Co. Charbon- nages de Tonkin.....	18,000	Fes.	250	\$490	
	200,000	all	all	240	

Raff. Aust. Gold Mining Co., Ltd.	200,000	£	1	12/10	all	buyers
<b>SINGAPORE.</b>						
Hongkong Hotel Co., Ltd.	12,000	£	60	all	£134	buyers
Astor House Hotel Ltd., (Nanten)	2,000	£	71/10	£1/5	£150	seilers
Astor House Hotel Co., Ltd. (S'hal)	30,000	£	25	£5	£34	seilers
<b>DIVIDENDS.</b>						
A. S. Watson & Co., Limited	60,000	£	10	all	£14	
Watkins Limited	10,000	£	10	£ 10	£72	buyers
<b>LIVERPOOL.</b>						
H.K. and China Gas Co., Limited	7,000	£	10	all	£160	buyers
	8,000	£	10	all	£100	buyers

Shanghai Gas Company, Ltd.	30,000	10	10	12	574, ex div., buyers
Telephone Company, Ltd.	30,000	10	10	574, ex div., buyers	
New Electric (new issue)	30,000	10	10	574, ex div., buyers	
BRIK and CEMENT Co., Ltd.	50,000	10	10	589, buyers	
Green Island Cement Co., Ltd.	50,000	10	10	589, buyers	
NEWBORN GROUP					
Bell's Asbestos Eastern Agency, Ltd.	8,604	12	12	12/8	65, buyers
United Asbestos Oriental Agency, Ltd.	2,000,000	10	10	4	1104, buyers
Wafco Co., Ltd.	2,500	10	10	10	921, buyers
Limited	2,500	10	10	10	10

Hongkong Dairy Farm Co.,	10,000	76	10	\$20, buyers
Hongkong Ice Company, Limited	5,000	26	10	\$22½ buyers
Shanghai Waterworks Co., Ltd.	2,500	82	2	\$30, buyers
Shanghai Electric Co., Ltd.	20,000	5	6	\$11½, buyers
Hong Kong Rope Manufacturing Co., Ltd.	50,000	80	10	\$140, sellers
Hongkong Cotton Spinning Co., Ltd.	120,000	10	10	\$14½, sellers
Two Cotton Spinning and Weaving Co., Ltd.	20,000	Ths.	50	\$10 \$15, 30, sellers
International Cotton Manufacturing Co., Ltd.	20,000	Ths.	75	\$17.75 \$15.25

Laoc-Nung-Mow Cotton spinning and Weaving Co. Ltd.	8,000	Tls. 100	Tls. 224
Shi Chai Cotton Spinning Co. Ltd.	2,900	Tls. 500	Tls. 160, sellers
China Provident Loan Mortgage Co. Ltd.	50,000	10	10 94%, sellers
China Borneo Company Ltd.	60,000	12 1/2	12 1/2 \$104, buyers
Chong Wah & Co. Limited	1,800	10	all 337, sales & buyers
Wm. Powell & Co.	12,000	19 1/2	10 1/2 \$104, buyers
Shanghai and Hongkong Dyeing and Bleaching Co.	1,200	50	50 \$50
Shanghai and Hongkong Ice and Cold Storage Co.	1,200	50	50 \$50

Storage Company, Limited .....	70,000	20	10	110	nominal
CIGAR COMPANIES					
Philippine Co., Ltd. ....	87,600	10	10	94	millers
Alhambra Limited. ....	800	50	5	50	200

LOANS.	Amount.	Value.	Interest	Quotation
Chinese Imperial 1896	114,787,800	114,250	7 1/2% p. annum	Par.

VERNON and SMYTH, *Share-Brokers,*

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Printed and published by GEO. MORRAY BAIN, No. 5 Wyndham Street, Hongkong.